

handled in a friendly and amicable spirit by both Governments.

CRUISER IN DRY DOCK.

Captain Says He Will Sail After Repairs Are Made.

NORFOLK, Va., March 12.—High and dry out of water for the first time in over two months, the American naval auxiliary cruiser Eitel Friedrich is in dry dock at Newport News today, plans being made to effect the repairs of her strenuous voyage.

Capt. Thierichsen apparently has received instructions from the German Government not to discuss the sinking of the American sailing ship William F. Frye. He said only that he had said all he intends saying on that subject.

The matter is now up to the American and German Governments, he said. It will take three weeks to repair the Eitel Friedrich, according to Capt. Thierichsen, who is bound to Washington today to do so. The estimate was made after shipyard officials had made a preliminary examination. Capt. Thierichsen said his ship was in an seaworthy condition.

American naval and shipping experts say the repairs can be completed in less than three days, necessary to make the vessel seaworthy. The final report will depend on how long the Prinz Eitel will be allowed to remain in this port.

Capt. Kehne of the American ship William F. Frye, sunk by the German cruiser, will report to Assistant Secretary of the Treasury Peters at 10 o'clock to-morrow.

Capt. Thierichsen submitted to the Collector of the Port, Norman Hamilton, a report on the time he thought would be required to repair his ship. At the same time he submitted statements on the sinking of the American sailing ship William F. Frye. These statements were sent to the Washington authorities.

It was understood that Commander Thierichsen had asked the advice of the German Embassy on whether to turn over the original papers of the William F. Frye to the U.S. Consul. The German commander has agreed to give copies, but insists that the originals must go before a prize court in Germany.

Representatives of the British Government are endeavoring to learn all about the ship. They have been given no documents distinguishing marks which the vessel might be identified if she attempts to go to sea again.

Capt. Thierichsen succeeded in concealing the guns on the Eitel Friedrich during her entire voyage up the coast with a dummy gun, however, pasted on the side of the ship, which fitted into the space on both the port and starboard sides almost amidships, where four guns are located.

Capt. Thierichsen says his ship will be ready for sea again in twenty days. He says he will not lose any time getting away.

Capt. Kehne before leaving Newport News today for Baltimore boarded the Eitel Friedrich and shook hands with Capt. Thierichsen.

"I must say he is a brave man," declared Capt. Kehne.

"I don't believe the Eitel Friedrich will ever leave this port again. I believe she came in here to stay and will remain until the war is over. She has finished her使命."

Capt. Thierichsen declined to comment on Capt. Kehne's statement further than to say the American master was only guessing.

Collector of Customs Hamilton today wrote Capt. Thierichsen requesting him to furnish an itemized list of the supplies and equipment which could be taken on board. The Eitel Friedrich will probably leave dry dock to-morrow.

Mechanics to-day began overhauling her machinery and boilers.

The German officers are highly amused over the trick their commander played on the British fleet. The British and French warships in the talk of marines of all nations, and they regard it as the most remarkable incident of the kind ever accomplished in war time.

Officers of the Eitel Friedrich today denied that their ship was built for the Lübeck while operating. A number of her crew wore caps with the name Lübeck appearing thereon, but they said their ship was the Eitel Friedrich all during her commerce destroying cruise.

The permanent release of the first cabin passengers of the German ship is being held up pending the findings of a naval board of inquiry. Eleven passengers were admitted to this country by the immigration authorities under the promise that they would not leave for France without permission of the Government. Seventy-five passengers who were refused admission are still aboard the Eitel Friedrich.

THIERICHSEN TALKS.

How He Got Coal and Water for His Ship.

NEWPORT NEWS, March 12.—Capt. Max Thierichsen of the Prinz Eitel Friedrich had told something of his four months' cruise for damages done to "We erred in our course for damages done to us." We erred in our course for damages done to us," he said. "Our coal was almost gone. We were really in a bad way. Then one day we sighted a sailing ship flying no flag. A squad went aboard and we submitted that our ship had been captured and loaded with coal.

"There was a heavy sea running and we didn't dare come ashore without risking smashing both hulls. So I gave orders that we sail her to the nearest place. There was an open port called Easter Island, an atlas, I think, says. I took her over, but later I offered the French a chance to serve their own ship under our orders without pay and they accepted.

"But this was too slow for us, so we put back a chain and sailed over to another ship. We made her out as the English boat Killardom and took after our towline, tacking along behind. We soon finished her and then proceeded till we reached Easter Island with our prize. We landed and when we found there was no particular difficulty in getting ashore. It was like finding a hungry man."

Next to coal the greatest need the Eitel felt in her long journey, the commander said, was water.

The Eitel anchored in the rain last night, remained calm and spread its sails, but the wind was so strong and in forty-eight hours the rains descended and the tanks were filled.

We went far south of the Horn after the battles on the coast and we were afraid of the Straits.

"Despite the changes of weather and the hazards of the ocean we have not lost our life and the way we have sailed is the same to a man as that which left China many months ago and they are ready to take another chance."

WOMAN SAW SHIPS SINK.

Gundeloupe Sent to Bottom by Kriegsmarine Wilhelm.

BREMEN, April 12.—The British steamer Churchill arrived today at Bremen with the crew and 142 passengers of the French steamer Gundeloupe, which had gone down near the Azores Islands off the coast of the south Atlantic Ocean, returning from South America.

FARRELL FOR GERMAN WAY.

The Gundeloupe was a vessel of 2,500 tons and was built in 1907. She was owned by the French line. She was commanded by Capt. Lassus.

DOUBLE WAR INSURANCE.

As a result of the destruction of the Eitel Friedrich, many American insurance companies are re-examining their policies to see if they have not been partially damaged by the damage and here. The rate will be to be kept. Insurance rates will be held as low as possible.

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sailed is the same to a man as that which left China many months ago and they are ready to take another chance."

The Eitel Friedrich, which was to sink another vessel, was some distance from the Eitel Friedrich when they landed at Newport News yesterday morning.

Then Capt. Thierichsen said, "We were going to sink our ship, but we had to get our men together and get

OFFICERS AND MEN OF SHIPS SUNK BY EITEL HERE; DENY TALE OF "ROYAL" TREATMENT AS PRISONERS



Courtesy of Underwood & Underwood

CREWS of American, French, English and Russian vessels sunk by the Prinz Eitel Friedrich, who arrived in New York yesterday. Below, three of the captured captains (left to right), Capt. V. Louis of the Jacobsen, Capt. A. Trauchart of the Pierre Loti, Capt. A. Eriksson of the Isabella Brown.

In the cold latitudes we got more air on the ship in the warm latitudes. The men wanted all the doors being men of the various crews were prevented from communicating with one another and were for a long time under guard and not permitted to talk. It was under constant espionage.

In the warm latitudes we got more air the doors and windows being shut, and

then they were impressed into the service of the German cruiser and we still aboard her at Newport News.

The only Turkish prisoners left at the end of January 29 were four sailors and soldiers and British sailors. Then the French and British mine sweepers passed into the strait. The Triumph also destroyed an observation post for mines.

On March 1 we found that all the defenses of the Dardanelles up to but including the fortifications had been taken by the Germans. The British had retreated from Grolleau with heavy losses and the Germans have progressed in the Dardanelles region.

Reports from Petrograd say that a new advance on Warsaw is being made by the Germans from directly north and from the Przasnysz region to the east. About half a million men are said to have been assembled by the Germans for this movement.

Germany has proposed to Italy that she remain neutral on condition that Austria cede the Trentino to her.

The chief officer of the Florida Thomas Lang of the Isabella Brown, other officers and the crew. The ship is still in Newport News, arranging for sending its passengers to the port. Lang got up the protest signed by all the officers that came by the Princess Anne.

The French officers and crew will return to France by the steamer Lang, regular sailing toutes.

They were quite long to go as the ship was sighted a vessel that made a prize of them but all below, but when the gun blew, they permitted all hands to come up on deck and see the snow.

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Since then the Tigris has seen more heroic moments. And all of this time was found to have a concert and perform a farce in two acts on the lower deck. The battle on the water of shells and smoke was a detail, but the minds of those in the passenger's cabin and engine rooms. In these days of blind warfare when men lay dead and fire is the telephone tells them to those below are constantly asking the firemen, "What is it?" and the firemen, "Are you all right?"

The press bureau. Scars of description and jokes are constantly floating about the ship over the wires, even in action.

The crew always gives a delighted cheer when they go under fire. Only once have they shown indecision, and that was when the enemy interfered with their chance one day.

During the night of the 10th the Turks set fire to the guns and barracks.

The British War Office announces that the British have failed to advance beyond Neuve Chapelle, the capture of which they now admit.

The British Admiralty announces the loss of the auxiliary patrol cruiser Bayano. The vessel was apparently sunk by a German submarine. Only twenty-six members of the crew were saved.

The British troops between Armentières and La Bassée continue to gain, according to the official announcement by the French War Office. They have progressed beyond Neuve Chapelle, which they captured on Thursday.

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